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## CENTRAL INTELLIGENCE AGENCY

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SECURITY INFORMATION

50X1-HUM

INFORMATION REPORT  
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REPORT

CD NO.

COUNTRY Bulgaria

DO NOT CIRCULATE

DATE DISTR. 22 January 1953

SUBJECT The Dobrich, Balchik, and Bezmer Airfields

NO. OF PAGES 4

DATE OF  
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(LISTED BELOW)

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PLACE  
ACQUIREDSUPPLEMENT TO  
REPORT NO.

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Dobrich Airfield

1. The Tolbukhin (Dobrich) airfield is located approximately four kilometers north of the city, 150 to 200 meters east of the Tolbukhin-Paskalevo road. The Tolbukhin-General Toshevo road runs 150 to 200 meters distant along the east of the field. Pasture lands extend to the north and northeast. (See appendix)
2. The runway is slightly less than three kilometers long. The runway, hardstands, and taxi strips, constructed of concrete 20 centimeters thick over a base of sand 20 centimeters thick, were completed on 28 September 1951. A concrete mixer and pounder were used in laying the runway. During the early phases of construction, cement was carried by means of cable cars; later, wheelbarrows were used to transport the cement.
3. Auxiliary equipment is being installed at present. There is to be "equipment for blind landings". The hangar, one mess hall, one barracks, a radio room, and four underground fuel storage tanks, all of which are of brick construction, are ready for use.
4. The construction work was being carried out by five companies (1,200 men), divided into two shifts; work was often done on Sundays. Three of the companies were used to lay the runway and strips, one was used for transportation services, and one company constructed the various buildings.

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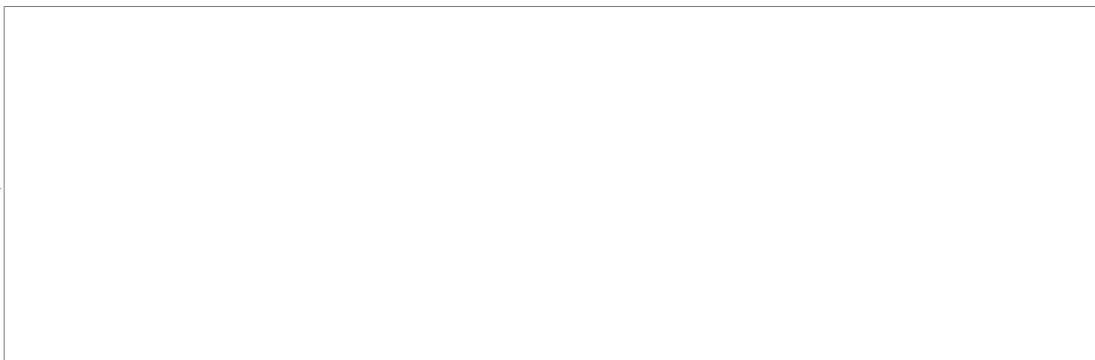
5. The Trudovaks were housed, for the most part, in tents which held 20 men each. Others lived in a temporary barracks near the Tolbukhin railroad station, a 4-story building, 40 or 50 meters long and 30 to 40 meters wide, enclosed by four shacks which were used as kitchen, laundry, and bath-house.
6. There was no Soviet personnel in evidence at the airfield; the technicians and supervisors were Trudovak members who lived in separate quarters. Among the supervisors, [ ] the following: 50X1-HUM
  - a. A certain Kuyunchiev, engineer, chief of construction;
  - b. Mladen Mitev Milchev, technician, co-superintendent of concrete-laying; and
  - c. Todor Vilev, technician, co-superintendent of concrete-laying.
7. The only visible security precaution was the posting of a sentry at the southern approach, i.e., from the direction of Tolbukhin. The rest of the site was patrolled at night by a 2-man team. [ ] the Tolbukhin-Paskalevo road would be "removed" because of its proximity to the airfield.<sup>2</sup> 50X1-HUM

Balchik Airfield

8. The Balchik airfield is located approximately four or five kilometers northeast of the city of Balchik. The Balchik-Tsarichene road passes 50 kilometers west of the airfield and the Balchik-Kavarna road passes to the south; both roads are to be "removed" because of their proximity to the field.
9. Construction of a runway three kilometers long was begun in 1950 and completed in 1951. The runway is of concrete 15 centimeters thick superimposed on a sand bed 20 centimeters thick. 50X1-HUM
10. In October 1951, [ ] 30 or 35 unidentified single- and twin-engine military aircraft parked at the field. [ ] approximately 80 planes would eventually be based there.<sup>3</sup>

Bezmer Airfield

11. The Bezmer airfield was completed in 1951. It has a runway approximately three kilometers long.<sup>4</sup> 50X1-HUM



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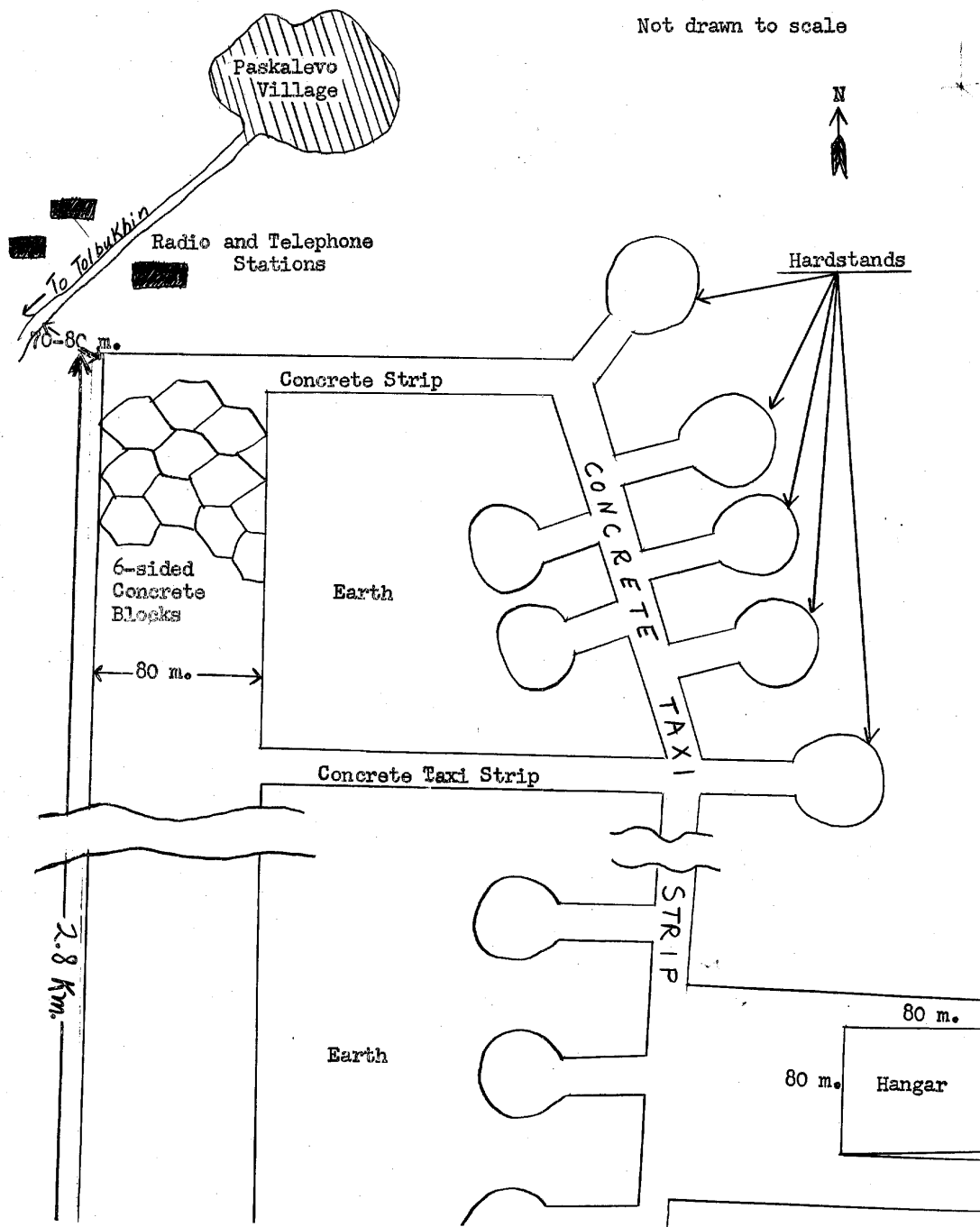
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APPENDIX

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D O B R I C H   A I R F I E L D

Not drawn to scale

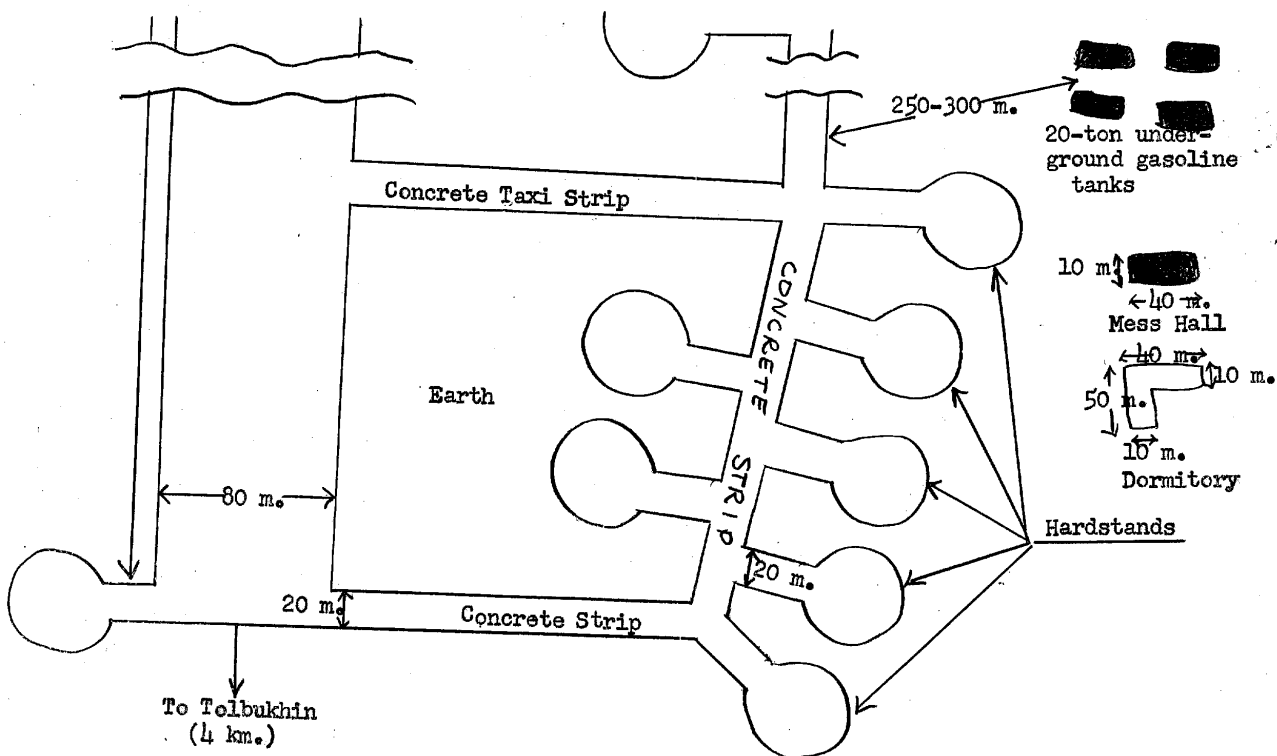
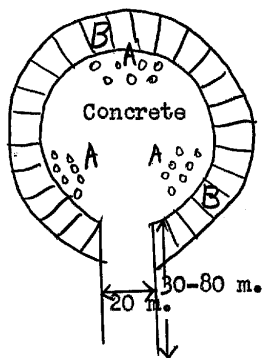


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HARDSTAND - Detail Sketch

## LEGEND

- A - Ring for tying aircraft (21 rings)
- B - Leveled earth (40 meters wide)

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